

GEOGRAPHIC SCHOOL BULLETINS

OF THE NATIONAL GEOGRAPHIC SOCIETY, WASHINGTON 6, D.C.

MAY 14, 1956

VOL. XXXIV, NO. 30

FEATURED IN THIS ISSUE . . .

- ▶ Mediterranean Sea
- ▶ St. Lawrence Seaway
- ▶ Index, Vol. XXXIV
- ▶ The Tiny Tarsier

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SICILIAN CONSPIRACY—It's Men and Nets Against the Mediterranean's Fish. Palermo Seafarers Use a Waterfront Boulevard for Between-Rounds Drying and Mending

349

LUIS MARDEN, NATIONAL GEOGRAPHIC STAFF



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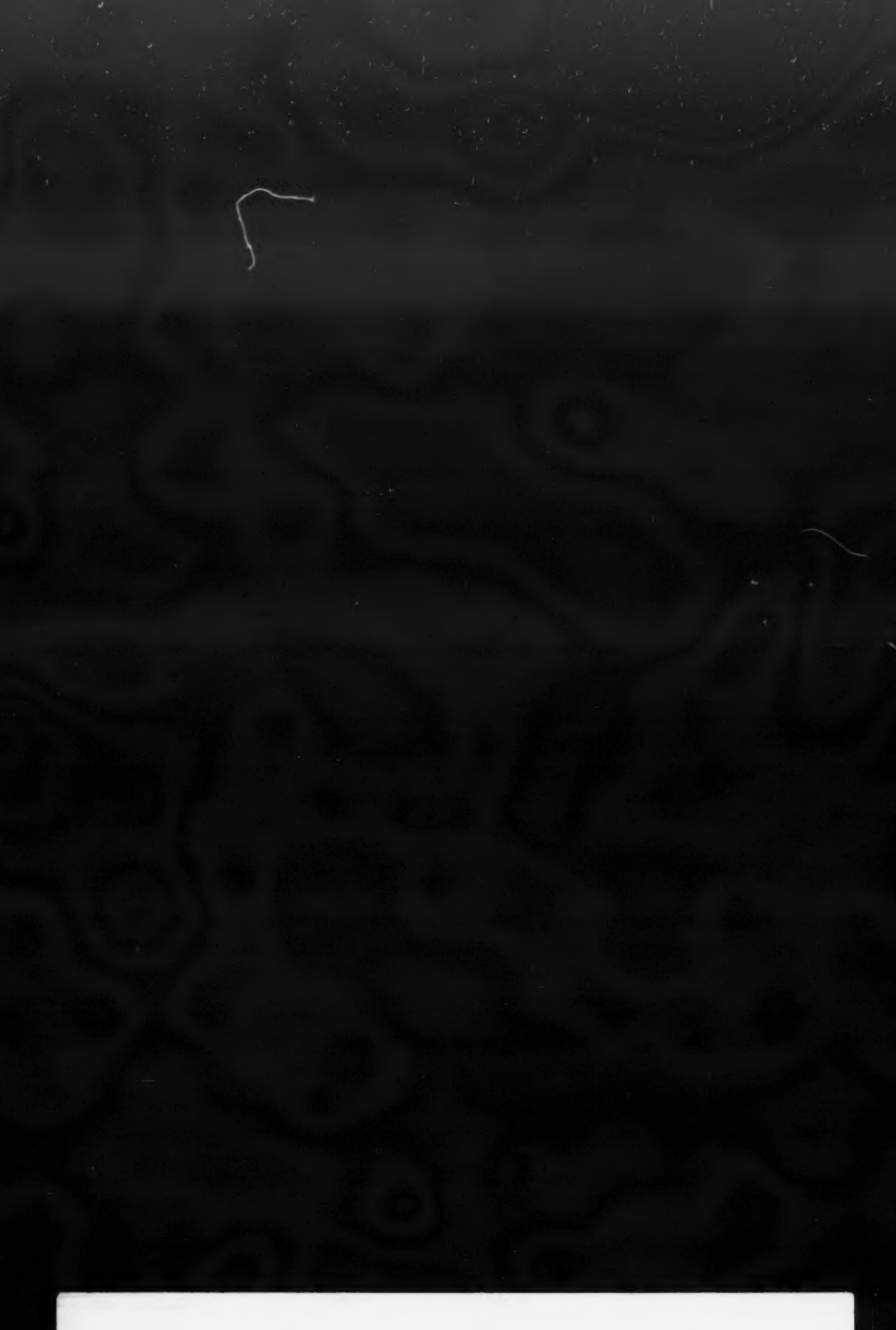
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ALFRED W. COOK

TRIPOLI'S BARBARY PIRATES ARE LONG GONE—Where Raiding Corsairs Anchored, Peaceful Freighters Call to Pick up North African Cargo, Carry It Across the World

Under bright skies, Egyptian, Greek, Roman, Byzantine, and Ottoman empires waxed and waned. Three great religions, Judaism, Christianity, and Islam, were born along the sea's eastern boundaries. Ideas and inventions rode the Mediterranean, spreading from centers of learning.

From sites near today's mideastern ports, ancient Phoenicians launched purple-sailed galleys to explore, colonize, trade. Now slender tankers, decks nearly awash with cargoes of oil, plow the same waters. In medieval days, powerful city-states—Pisa, Genoa, Ragusa, and Venice—sprang up along northern arms of the sea. Fattening on maritime trade, they funneled Oriental silks and spices into Europe's market places.

Now wave-battered tramp steamers load their holds with Italian exports—cars, motor scooters, sewing machines—then perhaps move on to Greece or North Africa to top their cargoes with fruits, leatherwork, native crafts (right).

The Suez Canal, finished in 1869, added new meaning to the waterway. But its importance will be rivaled by another vital seaway, now being built. Turn the page.

JEAN AND FRANC SHOR, NATIONAL GEOGRAPHIC STAFF





STUART E. JONES, NATIONAL GEOGRAPHIC STAFF

Mediterranean Sea

SAILORS call it "the Rock"—a synonym for impregnability. Yet Gibraltar's looming bulk has more than strategic meaning. Not only does it stand like a sentry above a narrow strait, vital to the world's shipping, it also beckons the way into a huge inland waterway that laps the shores of three continents, a score of countries.

The vast, nearly land-bound Mediterranean Sea endowed the world with early civilizations. "Highway of History," "Sea of Troubles"—these names have been given to the deceptively placid waters. Both are still apt, with nationalist revolts and border tensions making news from French North Africa to Cyprus and Israel.

There is hardly a square mile flanking this blue expanse that hasn't known conflict and conquest, achievement and progress. Since the beginning of history the practically tideless Mediterranean has been a crossroad for the varied peoples along its shores. Its jagged coast line of deep inlets, bays, and sub-seas has sheltered and launched a succession of navies and merchant fleets. They still furrow its surface.

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Now picture the busy St. Lawrence port of Montreal. Its city docks are lined with freighters from all over the world. They've gone as far upriver as they can. The vast trade of Great Lakes ports is closed to them.

Turn the calendar ahead, say five years. Miraculously, the bottleneck is broken. Lake vessels have access to the mouth of the St. Lawrence. Ocean-going freighters visit lake ports like Ashtabula. North America's midwest has been thrown open to full-scale world shipping. Reason for the miracle: The St. Lawrence Seaway.

Linked like grapes on a vine, the Great Lakes are giant pools along a vast natural waterway draining into the Atlantic through the St.



ST. LAWRENCE SEAWAY DEVELOPMENT CORP.

LIKE PREHISTORIC MONSTERS, Massive Machines Gnaw at a Stretch of Projected Long Sault Canal as Cofferdams Hold River at Bay. Actual Work Began Last Summer

Lawrence River. Water surface drops 603 feet from Lake Superior to sea level. The Soo Canals, 100 years old last year, take vessels down one set of "stairs." Canada's Welland Canal lowers smaller ships from Lake Erie to Lake Ontario—the same descent that produces Niagara Falls. But in the 182-mile river stretch between Lake Ontario and Montreal, head of ocean navigation, rapids turn the St. Lawrence into frothing turmoil. Old-fashioned canals bring small, shallow-draft vessels upstream. In this stretch an American-Canadian army of men is already reshaping the river, dredging channels at least 27 feet deep, digging new canals and deepening old ones, building new locks.

In the International Rapids section, between Ogdensburg and St. Regis, New York, Americans are hacking out a 10-mile canal to bypass Long Sault Rapids. Between Cornwall and Montreal, Canadians plan two new canals with five locks.

In 1959, when the seaway is due to open, all but the world's very



BOB KUCERA

St. Lawrence Seaway

ASHTABULA, Ohio, a notch in the curving shore line of Lake Erie. It typifies harbors—some big, some little—all around the Great Lakes. Into these ports steam long, low-lying freighters, holds packed with iron ore from Minnesota's Mesabi Range, or with wheat, or coal. Ponderously, they snake through the inevitable breakwater, then inch into narrow slips where railroad sidings await their cargoes.

To such ships (right) the Great Lakes form an inland sea. They can visit eight states—New York, Pennsylvania, Ohio, Michigan, Indiana, Illinois, Wisconsin, and Minnesota—and the Canadian Province of Ontario. They're too big to get through the St. Lawrence River. Like salmon in a millpond, they're landlocked.

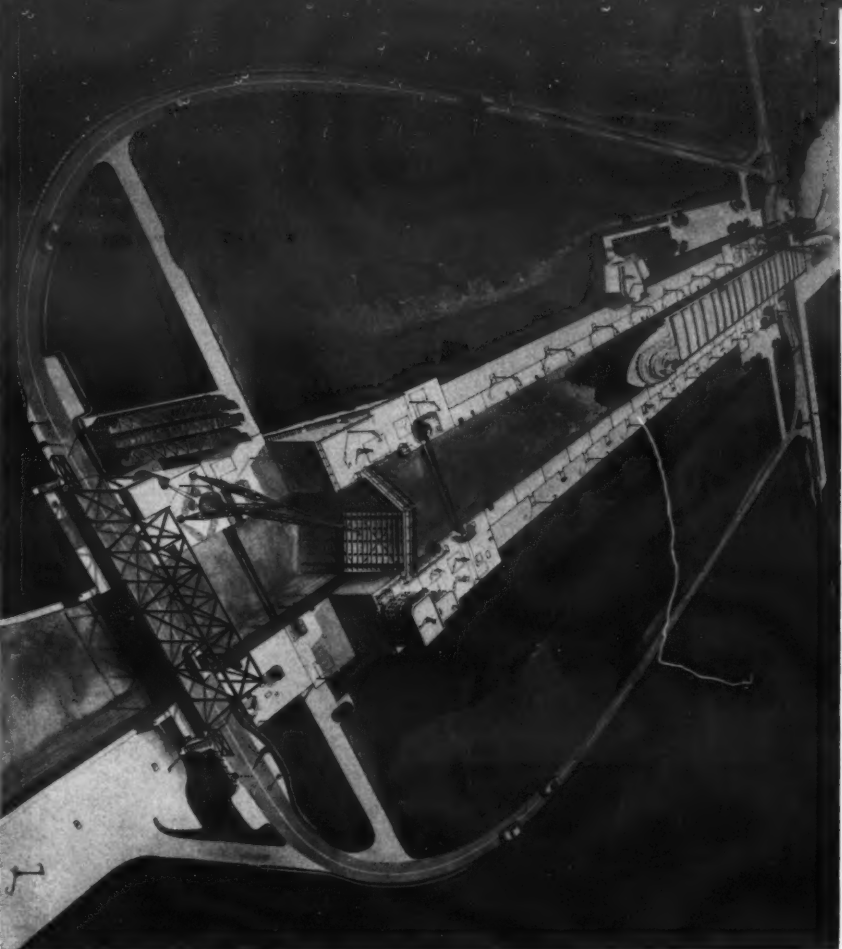
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Run-down of Facts and Figures: The St. Lawrence Seaway Will . . .

- add about 8,000 miles of "coast line" to the North American continent
- allow vessels more than 700 feet long, with about 75-foot beam and 25-foot draft, to pass from the Atlantic to the Great Lakes through giant locks (left) surrounded by green parkland. At present, ships must be no longer than 250 feet, with 43-foot beam and 14-foot draft, to get through old locks like those along the Soulanges Canal (below)
- bring new industries to towns along the waterway
- generate three times the electrical output of Colorado River's Hoover Dam
- involve the relocation of highways and railroads, the building of new bridges
- move enough earth to fill a train of 50-ton cars 27,000 miles long
- cost about a billion dollars: navigational works to be shared by U. S., Canada; power development by New York and Ontario
- be the subject of a 90-minute TV documentary on Sunday afternoon, June 3

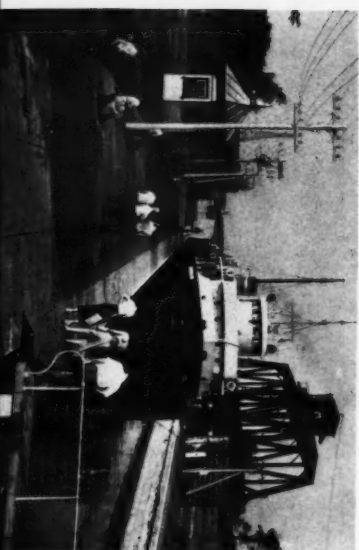
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354

ST. LAWRENCE SEAWAY DEVELOPMENT CORP.

NEW AND OLD—Huge Ships Will Fit 800-Foot Grass River Lock. Some Vessels Built to Squeeze into Present Locks (right) Will Be Lengthened for Big Seaway Cargoes



INDEX

Volume XXXIV

Entries signify pictorial and written matter

Afghanistan 187-189

Africa 65 *See also* Egypt; Ethiopia; Gold Coast; Great Rift Valley; Kenya; Libya; Morocco; Nigeria; South Africa; Southern Rhodesia; Sudan; Uganda

Agriculture Canada 51-52; Denmark 278-279; Egypt 254-257; England 318; France 147-148; Israel 326-327; Saar 86; U.S. 102-103, 242, 266-267

Air bases Azores 107-108; Malta 124-125; Morocco 26-27

Alaska 301-305

Alberta 49-52; Waterton Lakes National Park 343

'Amman, Jordan 208

Anchorage, Alaska 302

Animals antelope 43; bear 267, 343; camel 123, 170, 205, 206, 258; carabao 269; caribou 128; cats 42-43; cattle 37, 78, 103, 123, 139, 266, 279, 321; deer 145; dog 239; goats 123, 125; horses 25, 45, 61, 123, 127, 148, 157, 197, 265, 266, 329, 340; koala 160; leopard 43; lion 42; mink 192; monkey 274, 275; oxen 170, 171, 254; porpoises 90-91; prairie dog 245; prehistoric 184-185; puma 42; reindeer 128; sheep 67, 110, 123, 229; tarsier 360; tiger 43

Antarctica 13-16, 306-307

Anthropology Ice Age 181-186 *See also* Indians

Aqualungers 246-247

Archeology *See* Easter Island, Egypt, Indians

Arctic regions 198-199 *See also* Peary, R. E.

Argentina 329

Ashtabula, Ohio 352

Asia *See* Afghanistan, Gaza strip, India, Indonesia, Israel, Japan, Jordan, Mongolian Republic, Nepal, Pakistan, Tibet, Turkey, Viet Nam

Astronomy 260-261; Maya 80; moon 140; sky survey 58-60; sun 221

Atomic energy Oak Ridge, Tenn. 338

Australia 37-40, 158-160, 229-231; lyrebird 84

See also Carpentaria, Cocos

Austria 18-19; Brenner Pass 262-263

Aviation 116-119, 282, 283; gliders 32-33; helicopter 13; hydroplane 304

Azores 107-108

Bananas Ecuador 194

Banff, Alberta 51

Barns Canada 64; U.S. 97, 102-103, 242, 266

Baseball bats 308-309

Bauxite 222, 284-285

Beaches Rio de Janeiro, Brazil 9; La Jolla, Calif. 211; Gold Coast, Africa 234; Jamaica 223; Martha's Vineyard, Mass. 163; Newport, R. I. 163

Bell, Alexander Graham 152-155

Bicycles 19, 27, 120, 134, 142, 175, 274, 275, 278

Birds crane 17; falcon 310; kiwi 320-321; lyre 84; parakeet 264; peacock 312; penguin 16, 296-297; pigeon 209; prairie chicken 69; swan 161

Biology, Marine 246-247

Black Sea 224

Boats and ships barges 141-144, 243; bark 178-180; cable 136-137; canoes 112, 139, 151, 163, 176, 270, 271; caravels 20-22; dories 160, 330, 331; freighters 4, 14-16, 26, 273, 280, 284, 351, 352, 354, 356; icebreakers 14-16, 306-307; *Mayflower* 88-89; naval 13;

Boats and ships—Continued

rowboats 88, 108, 228, 234; sailboats 21, 163, 191, 224, 277; schooners 330-331; steamers 142, 143, 212, 284; warships 124, 130

Bolivia 176

Bombay, India 293

Bow River 51

Brazil 8-9

Brenner Pass 262-263

Bricks made from mud, Egypt 256

British Commonwealth *See* Australia, Canada, Cocos, Cyprus, England, Gibraltar, Gold Coast, India, Jamaica, Kenya, Malaya, Malta, New Zealand, Nigeria, Pakistan, St. Helena, Singapore, South Africa, Southern Rhodesia, Uganda

Buganda *See* Uganda

Byrd, Richard E. 14-16, 306-307

Cables submarine 136-137

Cafes Paris 101

Cairo, Egypt 256-257

Calabashes 217

California 33, 58-59, 140, 200-203, 210-211, 212-215

Cameras *See* photography

Canada *See* Alberta, Newfoundland, Ontario, Quebec, St. Lawrence Seaway, Saskatchewan

Canals Berlin, Germany 143 *See also* St. Lawrence Seaway

Carpentaria, Gulf of 280-281

Casablanca, Morocco 26-27

Chattanooga, Tenn. 337

Chile 44-45 *See also* Easter Is., Tierra del Fuego

Christmas celebrations 121, 126-127

Churches, temples, and mosques Aztec 85; Egypt 259; Old Sturbridge, Mass. 157; Maya 80; New England village 165; Santa Barbara mission 210; chapel, West Point 35

Churchill River 64

Clark, William 28-29

Clocks and watches 294-295; Swiss watchmaker 30-31; tower clocks: Malaya 274, Phila. 241

Coal 86-87, 230

Cocos Islands 190-191

Coffeehouses London 276

Colorado *See* U.S. Air Force Academy

Columbus, Christopher 20-22, 222-223

Communications cable ships 136-137 *See also* telephone, television

Connecticut *See* U.S. Coast Guard Academy

Conservation 17, 69, 161, 200-203

Copenhagen, Denmark 278

Copper 44

Corn 317

Cottica River 284

Cotton Uganda 139

Cowboys Chile 45; U.S. 78-79

Crafts basketry 94, 151; cobbler 188; metal 3, 257; watchmaking 30-31; weaving 81; woodcarving 95

Cumberland Gap 204

Cumberland River 340

Cyprus 66-68

Dams Calif. 200-202; Egypt 255-257; Tenn. 338

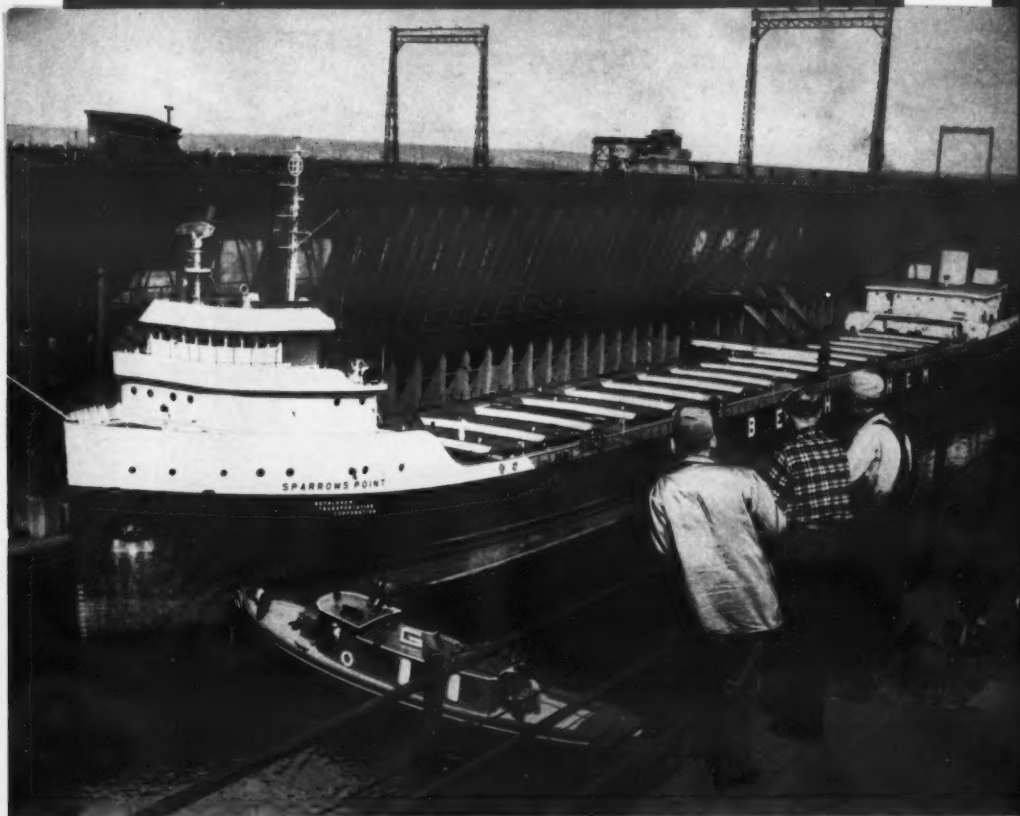
Dates Calif. 213

Denmark 277-279

Diamonds 88, 100

Duluth, Minn. ore dock 356

Dwellings tents, Antarctica 16; Seminole huts, Fla. 150; Guam 268, 269; Japan 174-175;



NATIONAL GEOGRAPHIC PHOTOGRAPHER VOLKMAR WENTZEL

DULUTH-SUPERIOR WILL BECOME A MIDCONTINENTAL SEAPORT—Though Ice Locks the Lakes for Five Months, the Seaway Will Surpass San Francisco in Tonnage

largest ships will be able to sail some 2,300 miles inland—the same distance as from Gibraltar to the Suez Canal—to make Duluth a “seaport.” Other “ocean” harbors on the shores of this man-made Mediterranean will include Chicago, Milwaukee, Detroit, Cleveland, Toledo, Buffalo, Rochester, and Toronto.

Opened directly to world trade, with no transshipping problems, will be a United States area that produces 84 percent of the nation’s automobiles, 61 percent of its miscellaneous machinery, 61 percent of its wheat, 71 percent of its corn, 69 percent of its dairy foods, 75 percent of its steel—not to mention products from the Canadian side.

Iron ore has been the most important lake cargo since the Soo Canals linked the Mesabi Range (just west of Duluth) with eastern lake ports. Demand for steel may someday deplete Mesabi. But providentially a new source in Labrador and Quebec near the mouth of the St. Lawrence offers fresh riches. Great Lakes ore carriers will be able to pick up cargoes down the river, then churn back to unload at lake-shore industrial cities.

The seaway is a costly undertaking, partly to be paid for by tolls. Its second phase, developing hydroelectric power, will turn it into an investment.



Maps—Continued

- 242; St. Lawrence Seaway 355; Saskatchewan 63; Tibet 315
- Markets** Cairo, Egypt 257; Lhasa, Tibet 313
- Maryland** barns 102 *See also* U.S. Naval Academy
- Massachusetts** 88-89, 157, 163, 164-167
- Massasoit** statue 89
- Matches** 104-106
- Mayflower** (ship) 88-89
- Medical research** aviation 116-119
- Mediterranean Sea** 349-351
- Melbourne**, Australia 158-159
- Mexico** 85, 92-95; Christmas 126; Yucatan 80-83
- Milwaukee**, Wis. 333
- Mines and minerals** Chile 44 *See also* bauxite, coal, copper, diamonds, gold, nitrate, oil, uranium
- Minnesota** ore dock, Duluth 356
- Mongolian People's Republic** 122-123
- Monongahela River** 243
- Montana** Glacier Park 342-343; irrigation 201
- Montgomery**, Sir Bernard 341
- Montreal**, Quebec 295
- Monuments** Mexican War memorial, Annapolis, Md. 129 *See also* statues
- Morgan**, Henry 223
- Morocco** 25-27
- Mountains** Alaska 301; Alps 18, 262-263; Andes 70-72, 194-196; Antarctica 307; Appalachians 204; Australia 38; Brazil 8; Canadian Rockies 51; Dolomites 172-173; England 318-319; Greenland 323; Himalayas 114-115, 290; Khyber Pass 187; Lookout 337; Maine 163; Mont. 342; Washington, N. H. 238-240; Pyrenees 221; Vermont 162; Tetons, Wyo. 265-266
- Museums** Samuel Johnson house 276; Woodrow Wilson house 156
- Nairobi**, Kenya 251
- Napoleon I**, Emperor of the French 41
- Nashville**, Tenn. 340
- National Geographic Society** 14, 22, 48, 60, 72, 93, 96, 118, 151, 152, 188, 246, 247, 248, 261, 264, 270, 280, 306-307, 336
- National parks** Canada: Banff 51, Waterton Lakes 343; Easter Is. 344-345; Lake Dist., England 318-319; U.S.: Glacier 342-343, Grand Teton 265, Sequoia 210, Yellowstone 267, Yosemite 211
- Nehru**, Jawaharlal 289, 291, 293
- Nepal** 114-115
- Netherlands** Christmas 127
- New England** 157, 162-167
- New Guinea** 109-112
- New Hampshire** 162, 238-240
- New York** 153 *See also* St. Lawrence Seaway, U.S. Merchant Marine Academy, U.S. Military Academy
- New Zealand** 320-321
- Newfoundland** 136-137; Grand Banks 330-331
- Nigeria** 217-220
- Nile River** 170-171, 254-257
- Nitrates** 44
- North Atlantic Treaty Organization** 66-68, 75
- North Dakota** barn 97
- Norway** 216
- Ohio** Ashtabula 352
- Oil** Calif. 214; Canada 49-51; Israel 327
- Olympic games** 158-160, 172-173
- Ontario** 295 *See also* St. Lawrence Seaway
- Orange River** 98-100
- Oregon** 28-29
- Pakistan** Khyber Pass 187
- Palermo**, Sicily 349
- Panama** 270-271 *See also* San Blas Islands
- Paris**, France 101
- Pato** (Argentine game) 329
- Peary**, Robert Edwin 336
- Pencil**, Lead 5-7
- Pennsylvania** 241-244
- Peru** 70-72, 176
- Philadelphia**, Pa. 241
- Photography** undersea 246-247; film 248-250; of medical studies 116
- Pipe lines** natural gas 286-288; water 38, 201
- Polar regions** *See* Antarctica and Arctic regions
- Police** Canada 61; Cairo, Egypt 256
- Portugal** fishing fleet 330-331 *See also* Azores
- Potatoes** Peru 71
- Potter**, Beatrix 319
- Power** solar 221; turboelectric 226
- Pulpwood** 167
- Pygmies** Africa 65
- Pyramids** Egypt 254, 258-259
- Quebec** lock, Soulanges Canal 354
- Railroads** cars 4, 298-300; Ecuador 194-196
- Rameses II** statue 253
- Regina**, Sask. 62-63
- Revere**, Paul 164-167
- Rhode Island** 163
- Rio de Janeiro**, Brazil 8-9
- Rivers** Germany 141-144 *See also* Bow, Churchill, Cottica, Cumberland, Monongahela, Nile, Orange, St. Lawrence, Sambu, Susquehanna, Tennessee, Yarra
- Robin Hood** 120
- Rubber** 272, 273
- Saar** 86-87
- Sacramento**, Calif. 212-213
- St. Helena** 41
- St. Lawrence River** 352-356
- St. Lawrence Seaway** 352-356
- Sambu River** Panama 270
- San Blas Islands** 21
- San Francisco**, Calif. 212-215
- Santa Maria** (caravel) 22
- Saskatchewan** 61-64
- Sicily** Palermo 349
- Singapore** 272-273
- Skiing** 18-19, 162, 172-173, 211
- Sleighs and sleighing** Lapp 128; New England 157
- South Africa**, Union of 98-100, 168
- Southern Rhodesia** *See* Victoria Falls
- Sphinx** Giza, Egypt 258
- Stadium** Melbourne, Australia 159
- Stamps**, Postage 156
- Statues** Christ, Rio de Janeiro, Brazil 8; Admiral Prat, Valparaiso, Chile 45; Little Mermaid, Copenhagen, Denmark, 278; Easter Is. 344-345; Rameses II, Egypt 253; Paul Revere, Boston, Mass. 164; Massasoit, Plymouth, Mass. 89; Philadelphia, Pa. 241
- Steel** Saar 86
- Sudan** 170-171
- Sugar** beets 201; cane 222
- Superior**, Wis. ore dock 356
- Surinam** 284-285
- Susquehanna River** 244
- Sutter**, John 212-215
- Switzerland** 30-31; Christmas 121
- Taj Mahal** 293
- Tel Aviv**, Israel 328
- Telephone** 152-155, 287
- Telescope** 58-59, 140, 260
- Television** 153

Dwellings—Continued

tent, Lapland 128; yurts, Mongolia 122;
Longwood House, St. Helena 41; Woodrow
Wilson home, Staunton, Va. 156
Easter Island 344-345
Ecuador 193-196
Edmonton, Alberta 49-50
Education Africa 65; Ethiopia 54; Gaza 24;
India 289; Indonesia 2; Saskatchewan 64;
U.S. 5, 150, 162 *See also* under U.S., serv-
ice academies
Egypt 253-257, 258-259 *See also* Gaza strip
Engineering solar heat 221; water supply 200-
203
England 88-89, 120, 126, 197, 276, 294, 318-319,
341
Eskimos 198-199
Ethiopia 53-54
Europe *See* Austria, Denmark, England, France,
Germany, Greece, Italy, Mediterranean,
Netherlands, Norway, Saar, Switzerland,
Turkey
Everyday Wonders series *See* clocks, filling sta-
tions, film, matches, pencils, telephone, tin
cans, water supply
Exploration Antarctica 13-16, 306-307; Aus-
tralia 280-281; Calif. 212-215; Clark 28-29;
Columbus 20-22, 222-223; Cortes 92; Cum-
berland Gap 204; New Guinea 109-112;
South Africa 76-77, 100; undersea 246-247
See also Peary, R. E.
Factories and mills match 104-106; paper 167;
pencil 5-7; Pennsylvania 243; tin cans 346-
348; steel 86; watch 294
Falkland Islands 296-297
Ferns tree 321
Filling stations 55-57
Film 248-250
Fish and fishing 91, 163, 166, 198, 214, 277;
photographing 246-247; Grand Banks 330-
331
Flags Canadian 63; French 41; United States
36, 77, 78, 306
Florida porpoises 90-91; Seminoles 145, 150-151
Flowers orchids 271; wild 11-12
Food *See* bananas, corn, dates, grapes, potatoes,
sugar, wheat
Forestry Iceland 149
Fortis Clatsop, Ore. 28-29; Cyprus 66; Gibralt-
ar 350; Malta 124
France 101, 146-148, 221 *See also* Morocco, Saar,
St. Helena
Galilee, Sea of 326
Gas natural 286-288
Gas Stations *See* filling stations
Gaza strip 23-24
Geneva, Switzerland 30-31
Genghis Khan 122-123
Germany 141-144; Christmas 126-127 *See also*
Saar
Gibraltar 350
Gold 212, 303-304
Gold Coast 234-235
Grand Banks Newfoundland 330-331
Grapes France 147; Turkey 73, 74
Grasmere, England 318, 319
Great Lakes *See* St. Lawrence Seaway
Great Rift Valley 10
Greece 232-233
Greenland 322-324
Guam (island) 268-269
Guatemala Mayas 80-83
Haakon VII, King of Norway 216
Haile Selassie I, Emperor of Ethiopia 53-54

Hawaii, Territory of Christmas 127

Ice Mt. Washington, N. H. 240
Ice Age 181-186
Iceland 149
Independence Hall Philadelphia, Pa. 241
India 289-293
Indians, American 28-29, 168; Aztec 85, 92-95;
Chocó 270-271; Ecuador 195-196; Inca 70-
72, 176; Massasoit 89; Maya 80-83; Semi-
nole 145, 150-151; Yaghan 96 *See also*
Eskimos
Indochina *See* Viet Nam
Indonesia 1-4
Industries canneries 346-348; dairy 277-279;
Germany 141-144; natural gas 286-288;
Saar 86-87; *See also* factories and mills
Inland waterways Europe 141-144; St. Lawrence
Seaway 352-356
Irrigation Australia 38-40; Calif. 213; Egypt
256-257; Mont. 201; Sudan 170-171; Viet
Nam 135
Islands *See* Azores, Cocos, Cyprus, Easter, Falk-
land, Greenland, Guam, Hawaii, Iceland,
Indonesia, Jamaica, Malta, New Guinea,
St. Helena, San Blas, Sicily, Singapore,
Tierra del Fuego
Israel 325-328 *See also* Gaza strip
Istanbul, Turkey 74
Italy 172-173; Brenner Pass 262-263
Jamaica 222-223
Japan 169, 174-175; fishing 91
Jerusalem 325
Johnson, Samuel 276
Jordan water carrier 203; 205-208
Juneau, Alaska 305
Kabul, Afghanistan 187-189
Kano, Nigeria 218
Kentucky 204; barn 103
Kenya 251-252
Khyber Pass 187
Kitchens Eskimo 199; Japanese 174
Kuala Lumpur, Malaya 274
Laboratories photographic 248, 249
Lakes Beaverlodge 62; Donner 211; Eyre 40;
English 318-319; Grosvenor 304; Kenai
301; Lemna 30; Titicaca 176 *See also* St.
Lawrence Seaway
Lapps 128
Latin America *See* Argentina, Bolivia, Brazil,
Chile, Ecuador, Mexico, Peru, San Blas Is.,
Surinam
Lewis, Meriwether 28-29
Lhasa, Tibet 313, 315
Libya Tripoli 351
Lightning 333-335
Livingstone, David 76-77
Locks Grass River, N. Y. 354; Soulages Canal,
Quebec 354
London, England 276, 294
Long Island Sound sailboats 163; 225
Longwood House, St. Helena 41
Los Angeles, Calif. 213-215
Machinery cranes 4, 26; farm 75, 148, 222;
match 104-106; mine 87; pencil 6, 7; power
shovels 353; turboelectric unit 226; winches
29, 222, 273, 280
Maine 163, 166; barn 103
Malaya 272-275; tin 346
Malta 124-125
Maps 46-48; Africa 10, 76; Australia 231; Col-
umbus's voyages 20; Ecuador 195; Hima-
layas 115; Ice Age nomads 186; India
291; Malaya 275; Near East 207; Nigeria
219; Peary explorations 336; Pennsylvania

Tennessee 204, 337-340
Tennessee River 337, 339
Texas natural gas 286-288; flowers 12
Thunderstorms 332-335
Tibet 313-316
Tierra del Fuego Yahgans 96
Tin cans 346-348
Tractors "weasels" 322, 324
Transportation *See* aviation, bicycles, boats and ships, railroads, sleighs, tractors
Trees eucalyptus 37; fir 29; hardwoods 235; oak 120; palm 21, 27, 112, 191, 223, 285; poplars 332; sequoias 210 *See also* Forestry
Tribal life pygmies, Africa 65; witch doctors 168; *See also* anthropology, Carpentaria, Eskimos, Indians, Jordan, Kenya, Lapps, Mongolian Republic, New Guinea, Nigeria, Sudan, Surinam, Tierra del Fuego, Uganda
Tripoli, Libya 351
Turkey 73-75
Uganda 138-139
United Nations 23-24, 122-123
United States history, pilgrims 88-89, Revolution 164-167 *See also* Alaska, California, Florida, Hawaii, Kentucky, Maine, Maryland, Massachusetts, Minnesota, Montana, national parks, New England, New Hampshire, New York, North Dakota, Ohio, Oregon, Pennsylvania, Rhode Island, St. Lawrence Seaway, Tennessee, Texas, Vermont, Virginia, Wisconsin, Wyoming
U.S. Air Force Academy 310-311
U.S. Coast Guard Academy 177-180
U.S. Merchant Marine Academy 225-228
U.S. Military Academy 34-36
U.S. Naval Academy 129-132
U.S. Navy 14-16, 268-269, 306-307
Uranium 62-64
Valletta, Malta 124
Vermont 162
Victoria Cross 341
Victoria Falls 76-77
Viet Nam 133-135
Virginia 156, 204; gas extraction plant 288
Water supply 200-203
Waterfalls *See* Victoria, Yellowstone, Yosemite
Weather lightning 333-335; thunderstorms 332-335; weather stations, N.H. 238-240
West Indies *See* Jamaica
West Point *See* U.S. Military Academy
Wheat Egypt 254; France 148; Saskatchewan 64
Wilson, Woodrow centenary 156
Windmill 279
Wisconsin Milwaukee 333; ore dock, Superior 356
Witch doctors 168
Wordsworth, William home 318
Wyoming 265-267
Yarra River, Victoria, Australia 158
Yellowstone Falls 267
Yosemite Falls 211
Yucatan 80-83

N. K. BENSON

Tarsier

If ever a gremlin appears in the flesh it will probably look like this popeyed, grinning tarsier from the Philippine island of Mindanao. Here pictured approximately life-size, this miniature member of the monkey family hunts beetles and lizards after dark using owl's eyes to see where it's going.

Though the tarsier looks like a ludicrous toy, half doll, half Teddy bear, it can snap its sharp little teeth. Left alone in the wilds, it greets nightfall by hopping from tree to tree, catching itself with soft, padded hands. Munching a tasty beetle, it closes its eyes with the joy of a gourmet.

Writing in the September, 1948, *National Geographic Magazine*, zoo supplier Charles H. Wharton recalls walking into his makeshift jungle "cage" for captured tarsiers and finding 20 pairs of big brown banjo-eyes fixed upon him. An unnerving sight for most. For a naturalist, a thrill.

